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IN 79357

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TO SECRET 081523Z CITE

CITE

INFO

OXCAR

TO JOHN PARANGOSKY FROM C. L. JOHNSON

REF A.

B.

1. REF A STATES THAT AIRCRAFT 122 LIMITED TO ONE LAC FUNCTIONAL CHECK FLIGHT PRIOR TO PHASEDOWN. THIS FLIGHT HAS BEEN ACCOMPLISHED AND WE ARE AWAITING FURTHER DIRECTIVES. SHOULD WE PROCEED WITH PHASEDOWN OR LAUNCH INTO SHAKEDOWN AND VALIDATION PROGRAM OUTLINED IN REF B?

2. LAC PLANNING HAS BEEN DEVELOPED TO TRANSFER BULK OF OXCART FLIGHT TEST PERSONNEL INTO TAGBOARD AND [REDACTED] STARTING NO LATER THAN 1 JULY 1967. IF THIS PLAN IS TO BE REVERSED, IT MUST BE DONE IN THE NEXT FEW DAYS. OTHERWISE WE ARE OBLIGED TO PROCEED WITH THE PHASEDOWN AS PREVIOUSLY DIRECTED.

25X1

3. IT SHOULD BE EMPHASIZED THAT THE TEST CREWS WORKING ON AIRCRAFT 121 AND 122 ARE MINIMAL AND ON A ONE SHIFT ONLY BASIS.

SECRET

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

25X1

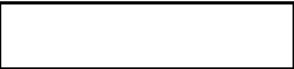

IN 121-7



S E C R E T

PAGE 2

THUS, DISPENSAL OF THESE LAST TWO CREWS WILL DESTROY ANY CAPABILITY WE MIGHT HAVE TO PROVIDE FLIGHT TEST SUPPORT FOR BLACKSHIELD FOR MANY MONTHS TO COME. IT NOW REQUIRES FROM THREE TO SIX MONTHS FOR SECURITY TO CLEAR PERSONNEL. IN ADDITION, IT IS DOUBTFUL THAT EXPERIENCED PERSONNEL WILL BE AROUND TO BRING BACK INTO THE PROGRAM ONCE THEY ARE DISPERSED TO OTHER DIVISIONS OR PROGRAMS WITHIN LAC.

4. ALTHOUGH CONTINGENCY PLANS CAN BE IMPLEMENTED TO PERMIT CONTINUATION OF TESTING ON AIRPLANE 121 AND 122 BEYOND 1 JULY 1967, THIS DECISION MUST BE FORTHCOMING SOON IF WE ARE TO AVOID POSSIBLE INJUSTICES TO  BY NOT TRANSFERRING THEM TO TAGBOARD OR  BY 1 JULY. THIS CAN COME ABOUT IF MORE SENIOR MECHANICS ARE BROUGHT IN TO FILL AVAILABLE OPENINGS WHILE AWAITING DECISIONS ON OXCART PHASEDOWN.

25X1

25X1

S E C R E T TOR 081553Z JUN 67

S E C R E T

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TO

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CXCARF

TO JOHN PARANGOSKY FROM KELLY JOHNSON

1. RECENT BLACKSHIELD ACTIVITY HAS CREATED SOME PERSONNEL SHORTAGES [REDACTED] WHICH SHOULD BE ELIMINATED IN ORDER TO MAINTAIN A STRONG BACKUP CAPABILITY FOR CREWS OUT ON 60 TO 90 DAY ASSIGNMENT. IT IS DESIRABLE TO HAVE TWO CREWS WILLING TO TRAVEL [REDACTED] FOR EACH CREW OUT ON ASSIGNMENT. THIS PROTECTS AGAINST LAST MINUTE DROPOUTS THAT ALWAYS DEVELOP DUE TO ILLNESS, FAMILY PROBLEMS, ETC. WE PRESENTLY HAVE ONE FULL BACKUP CREW, PLUS A PARTIAL SECOND BACKUP CREW FOR EACH ONE ON ASSIGNMENT. SHORTAGES IN SECOND BACKUP CREWS ARE BEING FILLED AS NOTED BELOW.

2. PRESENTLY THERE ARE [REDACTED] ASSIGNED TO DETACHMENT WHO REFUSE TO ACCEPT OR HAVE MEDICAL DISABILITIES PREVENTING THEM FROM ACCEPTING ASSIGNMENT. REPLACEMENTS FOR THESE [REDACTED] ARE BEING PROCURED TO BRING DETACHMENT AND BASE SUPPORT MANPOWER LEVELS TO FULL FY 67 AUTHORIZED STRENGTH OF

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GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING

25X1  
25X1

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SECRET

PAGE 2

[ ] THIS AUTHORIZED STRENGTH MUST BE RETAINED IF TWO  
BACKUP CREWS ARE TO BE MAINTAINED FOR EACH CREW IN THE FIELD.  
IT IS FEASIBLE TO EMPLOY THE TWO BACKUP CREW CONCEPT AS LONG AS  
PHASEDOWN OF DETACHMENT AIRCRAFT DOES NOT PROCEED. IF  
PHASEDOWN PROCEEDS AS PLANNED, [ ] BEING ACQUIRED TO  
BRING DETACHMENT SUPPORT TO FULL STRENGTH MUST BE CANCELLED AND  
TWO TEAM BACKUP CONCEPT IS NOT LONGER VALID BECAUSE OF LACK OF  
WORK [ ] TO KEEP THEM GAINFULLY EMPLOYED.

25X1

25X1

3. BLACKSHIELD PLANNING DID NOT ORIGINALLY PROVIDE FOR SWING SHIFT  
COVERAGE, AS RECENTLY INITIATED. THIS REQUIRES ADDED VENDOR  
MANPOWER IN SOME CRITICAL AREAS, SUCH AS RADIO, ADF AND AIR INLET  
CONTROL SUPPORT. YET THESE VENDORS AND OTHERS, SUCH AS  
PROCESSING LAB AND INS, ARE UNDER DIRECTIVE TO REDUCE PER-  
SONNEL IN JULY IN ACCORDANCE WITH PRESENT PHASEDOWN PLAN, SOME  
AS MUCH AS FIFTY PERCENT.

4. DIRECTIVES ARE NEEDED ASAP TO PERMIT PROPER MANPOWER PLANNING  
CONSISTENT WITH UPDATED LONG TERM OBJECTIVES OF THE PROGRAM.

SECRET TOR: 072302Z JUNE 67

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